

## II. THOROUGHFARE PLANNING PRINCIPLES

The primary objective of thoroughfare planning is to assure that the street and highway system will be progressively developed in a manner to adequately serve land use and travel desires. Other objectives include: (1) to reduce travel and transportation costs; (2) to reduce the cost of major street improvements to the public through the coordination of the street system with private action; (3) to enable private interests to plan improvements and developments with full knowledge of public intent; (4) to minimize disruption and displacement of people and businesses; and (5) to increase travel safety.

Thoroughfare planning objectives are achieved through both improving the operational efficiency of streets and improving system efficiency through better street coordination and layout.

Streets in a thoroughfare plan are classified according to the type function they perform. Major thoroughfares are the primary traffic arteries of an urban area. They may range from a two lane street carrying minor traffic volumes to major expressways with four or more traffic lanes. Elements of a major thoroughfare system include (1) radial streets which carry traffic to and from the central area; (2) crosstown streets which carry traffic across the central area; (3) loop thoroughfares which provide for travel between suburban areas; and (3) bypasses which serve primarily through traffic.

Minor thoroughfares are a second classification of streets which supplement the major thoroughfare system by facilitating minor through movement and collecting traffic from local access streets and carrying it to the major thoroughfare system.

Local access streets provide access to abutting property. Local access streets may be further classified as either residential, commercial, and/or industrial depending on the type land use which they serve.